



National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: Andrew Jinks (Regional Director)
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National Highways
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To: Hinckley & Bosworth Borough Council

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 23/00573/FUL

Location: Land to the West of Normandy Way Hinckley

Proposal: Full planning application for 153 dwellings with a vehicular access from the factory access road and existing roundabout on the A47, drainage, landscaping, public open space, ground remodelling and supporting infrastructure and utilities

National Highways Ref: NH/23/03777

Referring to the consultation on a planning application dated 13 July 2023 referenced above, in the vicinity of the A5 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningM@nationalhighways.co.uk.

Date: 29 April 2024	
 Signature:	
Name: Martin Seldon	Position: Assistant Spatial Planner
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¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommended Non-Approval

It is recommended that the application should not be approved until 10 May 2024.

Update – April 2024

Since issuing our previous response in January 2024, following discussions with the applicant, further information has been submitted in response to the concerns raised. It was expected that the review of this material would have been completed prior to the expiry of our holding recommendation. However, this is taking longer than anticipated, due to the need for additional supporting information to be submitted which has been revealed as our assessment has progressed. We are therefore extending our holding recommendation for a short period of time, while the review is completed, following which we will provide our comments.

Update – January 2024

Since issuing our previous response in October 2023 the applicant has submitted a further Technical Note seeking to address the concerns we had raised.

- The current proposals relate to an additional 153 dwellings, in addition to the 850 dwellings previously approved for the Hollycroft Grange development which is now under construction;
- The trip rates based upon the traffic survey at Hollycroft Grange have been accepted;
- In terms of the use of the new trip rates, our position is that as the already consented development of 850 dwellings is a committed development, then it should be assessed based upon the trip rates agreed at that time. This is then consistent with any other committed developments;
- Since only the proposed development of 153 dwellings are being assessed using the new trip rates, this application can therefore be assessed on its own merits;

- In terms of any reduction in trip generation based upon Travel Plan measures / accessibility, it is likely that the wider existing levels of accessibility are already reflected in the lower trips rates identified from the Holycroft Grange surveys as such any reduction could potentially result in a further reduction of an already lower trip rate;
- The additional dwellings are then predicted to generate a total of 84 and 70 two way trips in the weekday AM and PM peaks respectively. From these 51% will impact the adjacent A5 giving a total of 43 additional trips through the junction in the AM peak and 36 during the weekday PM peak period.
- Therefore, given the sensitivities around the operation of the Longshoots / Dodwells junction, and to provide a consistent approach with other planning applications in the area an assessment using our VISSIM model is required.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.